Amendments to the Specification:

On page 9, please amend the paragraph 3:

Fig. 12 is a view showing a relation between the forward and backward movement torque and the value b/a in the case of changing θ in Fig. 10 [.]; and

Fig. 13 shows an alternate arc slope permanent magnet.

On page 9, please amend the paragraph 4:

DESCRIPTION OF THE PREFERRED EMBODIMENTS

A description will be given below of a first embodiment in which the present invention is applied to a permanent magnet type dynamo-electric machine having three phases, eight poles and forty eight slots with reference to Fig. 1 showing one pole pair (11, 12). At first, in Fig. 1, a stator 1 is the same as that of the conventional structure, and is constituted by inserting and arranging U-phase stator coils U1, V-phase stator coils V1 and W-phase stator coils W1 to forty eight slots 3 formed in an annular stator iron coil 2. An opening portion 4 is formed in an inner peripheral portion of the stator iron core in correspondence to each of the slots.

On page 10, please amend paragraph 1:

On the contrary, a rotor 6 is arranged in the stator 1 at a rotational gap and is structured such as to have auxiliary protruding plies 11, 12 in which a plurality of permanent magnets arranged and fixed within a rotor iron core in a peripheral direction. That is, the rotor 6 is constituted by fitting and adhering a stator iron core 7 to a rotary shaft 9 and inserting and assembling a permanent magnet 8 having a width (b) in a rotational direction, for example, made of neodymium to a rectangular punching hole having a width (a) in the rotational direction and formed in a peripheral direction of an outer peripheral portion of the rotor iron core 7 from an axial direction so that N-pole 12 and S-pole 11 are alternately arranged in respective receiving portions. Further, the rotor 6 is rotatably arranged within the stator 1 in a state of having a predetermined

rotational gap 5 with respect to an inner peripheral portion of the stator 1 in a state of having a predetermined rotational gap 5 with respect to an inner peripheral portion of the stator iron core 2. In this case, the rotor iron core 7 is constituted by laminating a multiplicity of silicon steel sheets on which holes for forming the receiving portions are formed.

On page 13, please amend paragraph 1:

Here, Fig. 6 shows an embodiment of a structure of a hybrid electric vehicle corresponding to a subject of the present invention. A drive system is mainly constituted by an engine 30, a motor 31 for driving an electric vehicle, a power generator 32 driven by the engine and used for charging a battery or the like, an inverter/converter 33, a battery 34, a drive shaft 37, a speed change gear (for example, a CVT) 35, and a clutch 36. In this case, since the drive motor 31 functions as a power generator for regeneration at a time of reducing speed, the drive motor 31 may be sometimes called ~~as~~ a dynamo-electric machine. In this hybrid electric vehicle, the structure is made such that the engine 30, the clutch 36, the dynamo-electric machine (driving motor) 31, the speed change gear 35 and the drive shaft 37 are connected to each other in series, and the speed change gear 35 does not have a gear for switching the front and backward movements.

On page 14, please amend paragraph 2:

(3) Middle and high speed traveling time: the engine is driven, the clutch is turned on and the motor is ~~rotates~~ rotated in an accompanying manner (no output).

On page 14, please amend paragraph 4:

(5) Speed reducing time: the engine is rotated due to inertia, the clutch is turned on and the motor is powered ~~regenerated (may be regenerated~~ by the power generator [)].

On page 14, please amend paragraph 5:

(6) Backward moving time: the engine is stopped, the clutch is turned off and the motor is driven (in this case, in the case that the charging amount of the battery is small ~~a little~~, the engine is driven so as to rotate the power generator, thereby charging the battery).

On page 15, please amend paragraph 3:

Fig. 7 shows the motor torque in the case of the present invention (b/a = 0.9) and the conventional embodiment (b/a = 1). In accordance with this embodiment, the present invention can ~~about 10% improve the~~ provide approximately a 10% improvement in the rotational number in comparison with the conventional embodiment, and can about 1% improve the motor efficiency in the high speed side from 90% in the conventional one to 91% in the present invention.

On page 17, please amend paragraph 3:

Further, in accordance with the present invention, the shape of the magnet is not limited to the rectangular shape shown in the first embodiment, but can employ various shapes such as an arc shape shown in Fig. 13 or the like. Further, the permanent magnet 8 may employ the other magnets than the neodymium magnet, the number of (the number of the poles of) the permanent magnets may employ the other number than eight poles and sixteen poles, and the number of the slots of the stator may employ the other number than forty eight. In this case, the magnet is not limited to the inner rotation type and can be established by an outer rotation type.